

REMARKS

Claims 1, 6, 7, 9, 10, 18-20, 22 and 23 remain pending in the present application. Claim 21 has been cancelled. Claim 1 has been amended. Claim 23 is new. Basis for the amendments and new claims can be found throughout the specification, claims and drawings originally filed.

INTERVIEW SUMMARY

Applicants' representative would like to thank Examiner Ford for the courtesies extended to him in regard to reviewing a proposed draft of this amendment. After reviewing the proposed draft e-mailed on June 30, 2006 and during a discussion of the proposal on July 7, 2006, the Examiner indicated that the amendments to the claims were in the right direction and that they should receive favorable treatment since it was believed that all the relevant prior art was of record in the application.

REJECTION UNDER 35 U.S.C. § 103

Claims 1, 6, 7, 9, 10 and 18-22 are rejected under 35 U.S.C. § 103(a) as being unpatentable over the combined teachings of DT 3229866 in view of WO 98/12060 or GB 2121879 and JP 2001315526 and Faulhaber (U.S. Pat. No. 2,804,756). Claim 1 of the present configuration has been amended to further define the position of the air conditioning unit in the vehicle. The above configurations, i.e. in an air-conditioner casing in which an inclined portion is formed at the front side of the vehicle, the blower is arranged at the rear side of the vehicle and at the upper side therein; the cooling unit is arranged substantially horizontally and immediately below the rotating shaft of the

fan; the heating unit is arranged substantially vertically at the front side of vehicle with respect to the blower; and the air mixing chamber is arranged at the front side of the vehicle and the lower side therein, enable a reduction in the longitudinal (front to aft) size of the air-conditioner casing in a trunk to save space. In other words, by arranging the cooling unit immediately below the rotating shaft of the fan, when comparing a case in which the cooling unit and the heating unit are both arranged at the front side of the vehicle in the air-conditioner casing, the members arranged at the front side of the vehicle are more compact, so that it is possible to reduce the longitudinal size of the air-conditioner and to prevent condensed water generated on the cooling unit from attaching to the blower. This is not possible in a casing where the cooling unit is arranged above the blower.

On the other hand, in DT '866, the cooling unit is not arranged immediately below the rotating shaft of the fan. The cooling unit and heating unit are arranged away from the blower and near the side of the air discharge outlet. Therefore, the size of the air-conditioner increases which is different from the present invention. JP '526, in which heat exchangers are arranged to obtusely surround the blower, does not disclose or suggest a configuration in which a cooling unit is arranged immediately below the rotating shaft of the fan. The other cited references also do not disclose the above-mentioned configurations of the present invention.

Thus, Applicants believe Claim 1, as amended, patentably distinguishes over the art of record. Likewise, Claims 6, 7, 9, 10, 18-20 and 22, which ultimately depend from Claim 1, are also believed to patentably distinguish over the art of record. Claim 21 has been cancelled. Reconsideration of the rejection is respectfully requested.

CONCLUSION

It is believed that all of the stated grounds of rejection have been properly traversed, accommodated, or rendered moot. Applicants therefore respectfully request that the Examiner reconsider and withdraw all presently outstanding rejections. It is believed that a full and complete response has been made to the outstanding Office Action and the present application is in condition for allowance. Thus, prompt and favorable consideration of this amendment is respectfully requested. If the Examiner believes that personal communication will expedite prosecution of this application, the Examiner is invited to telephone the undersigned at (248) 641-1600.

Respectfully submitted,

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